


GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of the Chief Financial Officer



Natwar M. Gandhi
Chief Financial Officer

MEMORANDUM

TO: The Honorable Vincent C. Gray
Chair, Council of the District of Columbia

FROM: Natwar M. Gandhi 
Chief Financial Officer

DATE: JUN 14 2007

SUBJECT: Fiscal Impact Statement: "District of Columbia Vehicle Towing,
Storage, and Conveyance Fee Act of 2007"

REFERENCE: Draft – Bill Number Not Available

Conclusion

Funds are sufficient in the FY 2008 through FY 2011 budget and financial plan to implement the proposed legislation. The proposed legislation would not result in increased costs or reduced revenues to the District.

Background

The proposed legislation would amend multiple sections of the District of Columbia Official Code and District of Columbia Municipal Regulations (DCMR) to restructure and clarify the towing and fee procedures for illegally parked vehicles in the District. The primary purpose of the proposed legislation is to establish a "vehicle conveyance fee" that owners of towed vehicles must pay and to allow the District to use private tow companies in removing illegally parked vehicles. The major provisions of the proposed legislation would:

- Allow the Mayor to establish a "vehicle conveyance fee," which is a charge for the cost of moving an unattended, illegally parked (except overtime parking of less than 24 hours) vehicle to a legal parking location or impoundment facility (Title § 50-2201.21);
- Add "vehicle conveyance fees" to the list of triggers preventing someone from obtaining a District license or permit (Title § 47-2862);

- Add "vehicle conveyance fees" to the list of accumulated infractions for which the District may remove a legally parked car (i.e., if a car has 2 or more unsettled conveyance fees, it may be towed) (Title § 50-2201.03);
- Add "vehicle conveyance fees" to the list of payments required in settling an infraction notice (Title § 50-2303.05-06);
- Limit the 24-hour waiver on storage fee charges to "District government impoundment facilities" only (Title § 50-2201.21); and
- Clarify existing District regulations to authorize the Department of Public Works (DPW) to use private tow services and store cars in private facilities.

Financial Plan Impact

Funds are sufficient in the FY 2008 through FY 2011 budget and financial plan to implement the proposed legislation. The proposed legislation should increase the ability of DPW to tow illegally parked cars, at a minimal fiscal impact, by leveraging the resources of private tow companies. The addition of private tow companies would be managed through DPW's existing Towing Control Center and the costs of the towing would be borne directly by the owners of towed vehicles. Any additional or unexpected costs would be absorbed within existing agency resources.